



May 1, 2013

## FY13 Safety Recap (October 1, 2012 – March 31, 2013)

### Positive/Flat Trends

- Navy PMV fatalities are on par with FY11 & FY12 to date. Note that for PMV-4, FY11 was the best year ever, and FY12 was the second best year ever.
- Navy pedestrian fatalities returning to normal.
- USMC on-duty mishaps to date for FY13 are on par when compared to the same point in FY12.
- USMC overall off-duty fatalities show significant declines in PMV-4 fatalities.

### Negative Trends

- Key Navy on-duty Class A mishap rates exceed or on path to exceed FY12: total on-duty; overall aviation; afloat; shore on-duty.
- Navy PMV-2 fatalities above FY11-12 to date.
- USMC on-duty mishaps are slightly above the FY12 full year rate.
- Despite USMC PMV-2 being green (chart below) when current data is extrapolated for the year, USMC overall off-duty fatalities show significant increases in PMV-2 as well as RODS fatalities in a to-date comparison with FY12 that mitigates seasonal variations. Note that USN & USMC had their lowest ever years in RODS fatalities in FY12.



Mishap Category	FY12	2nd Qtr FY 13	2nd Qtr FY13 vs FY12	5-Yr Avg	2nd Qtr FY13 vs 5-Yr Avg
<b>Navy</b>					
Class A Flight Mishaps	0.98	0.68	-31%	1.08	-37%
Class A Afloat Mishaps	1.62	4.54	180%	1.946	133%
Class A Shore On-Duty Mishaps	0.3	1.84	513%	1.23	50%
PT Fatalities	0.9	1.23	37%	0.826	49%
Class A On-Duty MV Mishaps	0.6	0	-100%	0.532	-100%
Total Class A On-Duty Mishaps	6.93	11.67	68%	7.766	50%
On-Duty Military Fatalities	3.01	6.14	104%	3.82	61%
PMV Fatalities	12.65	7.37	-42%	11.89	-38%
PMV 4 Fatalities	4.52	3.07	-32%	5.23	-41%
PMV 2 Fatalities	6.02	3.68	-39%	5.652	-35%
Off-Duty/Rec Fatalities	2.11	2.46	17%	3.464	-29%
Military Lost Time Cases (thru 31 Jan 13)	2.74	2.28	-17%	2.882	-21%
<b>Marine Corps</b>					
Class A Flight Mishaps	2.17	2.57	18%	1.948	32%
Class A Ground On-Duty Mishaps	4.37	6	37%	3.268	84%
PT Fatalities	0.97	1	3%	0.78	28%
Class A On-Duty MV Mishaps	2.91	3	3%	2.978	1%
Total Class A On-Duty Mishaps	10.68	12	12%	9.71	24%
On-Duty Military Fatalities	12.62	14	11%	8.35	68%
PMV Fatalities	15.05	9	-40%	19.908	-55%
PMV 4 Fatalities	6.8	3	-56%	10.93	-73%
PMV 2 Fatalities	7.28	6	-18%	7.632	-21%
Off-Duty/Rec Fatalities	3.4	6	76%	5.266	14%
Military Lost Time Cases (thru 31 Jan 13)	3.79	2.44	-36%	3.914	-38%

Naval Safety Center

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## Shipboard Electrical Safety Checks Remain Problematic

One of the hardest things to keep track of onboard ships is the electrical safety checks of personal electronic and electrical devices. It's easy to see why. Many of them fit into a pocket and can't be seen when someone checks onboard. The driving need to get the latest and greatest brings in a new device every year (or sooner).

This ever-shifting technology presents a huge problem. Command sweeps can be out of date three months later. Sailors routinely fail to report their new devices because they don't fully understand what can happen if they plug in the wrong type of equipment, or if they own things that can't withstand the rigors and hazards of shipboard use.

Of the submarine surveys that we did in FY12, 68% of the boats had no program to track personal electronics, and 81% of those were repeat discrepancies from FY11. Of the 78 surface ship surveys in FY12, 20% of the ships had programs that needed significant work.

Commands must designate specific personnel to be responsible for this program. They should be listed on check-in sheets, able to explain policy and compile a comprehensive list of all electrical and electronic gear brought onboard. The data in the prior paragraph isn't something to accept as ops normal.



## Closing Comments

I want to offer a quick sitrep on what we've been calling Risk Management Information (RMI). During the past year, Navy and Marine Corps stakeholders have conducted in-depth Business Process Reengineering and defined RMI requirements that are part of a much-needed and long-overdue safety management system. Starting delivery on materiel changes in FY14 requires FY13 midyear funding support. Failure to do so will delay the program by as much as one year.

Writing to the VCNO and the ACMC, Under Secretary Robert O. Work said, "I want to make sure that you are clearly aware that RMI is a program of the highest priority to the Secretary of the Navy and me. I strongly solicit your support in fully funding this critical safety program in POM14 and throughout the FYDP."

While all activities strive to deal with fiscal realities, your interest and support for this wide-ranging effort is important. RMI holds great promise for everyone concerned with preventing mishaps and improving the bottom line of delivering warfighting capabilities. In spite of our best efforts, our current mishap-prevention focus is reactive and mainly centered on Class A's. I am convinced that RMI is the way of the future.

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